

# Calendar

## AUGUST

**23** Belleville, 1960'S Vietnam U. S. O. Show and Dance, 7 pm-till ?, sponsored by the Yankee Air Force/Museum. Call 313-730-0712 for details and ticket information.

## SEPTEMBER

**20** Belleville, Founder's Day Dinner/Dance, 7 pm, sponsored by the Yankee Air Force/Museum. Call 313-730-0712 for details and ticket information.

**24** Mackinac Island, Grand Hotel, Michigan Aeronautics Commission Meeting. 10a.m. Call 517-335-9943.

## OCTOBER

**18** Kalamazoo, Kalamazoo Aviation History Museum, (Airzoo), 6-8p.m., Enshrinement to the Michigan Aviation Hall of Fame for four aviation pioneers: Howard Ebersole, Maj Gen Ralph Royce, Felix Pawlowski and Neal Loving. For information, call 517-335-1030 or 616-744-1379.

John Engler, Governor

### MICHIGAN AERONAUTICS COMMISSION

Arnold P. Saviano, Chair - Harbor Springs  
Lowell E. Kraft, Vice Chair - Pigeon  
John K. Boerema, Grand Rapids  
Alice J. Gustafson, Pontiac  
Joseph M. Pietro, - Ishpeming

James R. DeSana, Director  
Michigan Department of Transportation

F/Lt. James C. Downer  
Michigan State Police

Brigadier General Ronald L. Seely  
Michigan Department of Military Affairs

Rodney Stokes  
Michigan Department of Natural Resources

William E. Gehman, Director  
Michigan Aeronautics Commission

Barbara Burris  
Executive Assistant to the Commission

Kenneth Schaschl - Editor

MDOT Specialized Technology/Graphics - Graphic Design

# Dawn Patrols

## SEPTEMBER

**7** Fowlerville, Maple Grove Airport (65G), Sunday breakfast, rain or shine. Ultralights use 122.80. Camping encouraged Saturday night. Suggest pilots enter downwind for 27 over Webberville grain elevators. Sponsored by Fowlerville Rotary. Call 517-223-8731 or 517-223-7809.

**13-14** Midland, Jack Barstow Airport (3BS), Open House 3p.m.-7p.m. Sat., Dawn Patrol/Open House Sun., Fly-In, Drive-In in conjunction with Remax Balloon Festival. Sponsored by EAA Chapter 1093. Call 517-642-5556 or 517-835-2175.

**14** Flushing, Dalton Airport. 7a.m.-Noon, Fly-In/Drive-In Pancake breakfast. Sponsored by EAA 77. Call 810-733-5144.

**20-21** Litchfield, Skyway Airpark, Ultralight Fly-In (light airplanes welcome) Sponsored by Ultralight Fly-In Corporation. Call 517-542-2593.

**20-21** Belleville, Willow Run Airport (YIP), Yankee Air Force Founder's Day Open House Celebration Fly-In Drive-In. Dinner & dance to live music Sat. night. Breakfast Open House, Sun 8a.m.-Noon. FREE admission. Sponsored by Yankee Air Force & Yankee Air Museum. Call 313-483-4030.

**21** Napoleon, Napoleon Airport (3NP), 7-11a.m., Fly-In Breakfast, Sponsored by the Napoleons Lions Club. Call 517-536-4418.

**27** Dawn Patrol, Clinton, Honey Acres Airport, 8th Annual "Honey Acres" Fly-In. Food, crafts, awards, camping available, nature trails, fishing, bird watching. Swap & shop planes and parts. Sponsored by Ercoupe Owners Club. Call 517-456-4806 or 810-231-3392.

**27** Dawn Patrol, Marshall, Cornwell Turkey Airfield, 6th Annual Revenge of the Turkey drop Ultralight Fly-In. (Ultralights only-small landing strip) Call 616-781-4021.

## OCTOBER

**11** Watervliet, Watervliet Municipal Airport (40C), 11a.m.-3p.m., Fly-In Chili Hop & Hayride, Sponsored by EAA 585 & Watervliet Airport. Call 616-925-0089.

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"Si Quaeris Peninsulam Amoenam Circumspice!"

See Page 4





# COMMISSION ACTION

The Michigan Aeronautics Commission met on Wednesday, July 9, 1997 in Harbor Springs. Among the action taken by members was the approval of \$7.1 million for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

Following are approved projects:

## GRANTS

### FLINT

Bishop International Airport - an allocation of \$690,000 for construction of an airport perimeter road and for design engineering work for rehabilitation of Runway 18/36. The proposed budget consists of \$621,000 federal, \$34,500 state, and \$34,500 local funds.

### GRAND HAVEN

Grand Haven Memorial Airpark - an allocation of \$600,000 for tree clearing, land acquisition to protect the approach path to Runway 18, and design engineering work for the rehabilitation of Runways 9/27 and 18/36. The proposed budget consists of \$540,000 federal, \$22,000 state, and \$38,000 local funds.

### GWINN

Sawyer Airport - an allocation of \$700,000 to partially fund construction of a new terminal building. The proposed budget consists of \$630,000 federal, \$35,000 state, and \$35,000 local funds.

### HANCOCK

Houghton County Memorial Airport - an allocation of \$275,000 to acquire snow removal equipment and for phase I of a project to rehabilitate Run-

way 13/31. The proposed budget consists of \$247,500 federal, \$13,750 state, and \$13,750 local funds.

### LANSING

Michigan Department of Transportation - an allocation of \$265,000 for a state airport system plan update. The proposed budget consists of \$225,000 federal and \$40,000 state funds.

### PONTIAC

Oakland County International Airport - an allocation of \$5,000,000 to rehabilitate Runway 9R/27L, including parallel taxiway; rehabilitate terminal apron and Taxiway P; and construct hold aprons for Runways 9R and 27L. The proposed budget consists of \$4,500,000 federal, \$250,000 state, and \$250,000 local funds.

### PORT HURON

St. Clair County International Airport - an allocation of \$60,000 for design engineering work for taxiway

rehabilitation, including taxiway lighting. The proposed budget consists of \$54,000 federal, \$3,000 state, and \$3,000 local funds.

### SANDUSKY

Sandusky City Airport - an allocation of \$40,000 for an airport master plan update. The proposed budget consists of \$36,000 state and \$4,000 local funds.

### SEMCOG

Southeast Michigan Council of Governments - an allocation of \$60,000 for a system plan update. The proposed budget consists of \$54,000 federal, \$3,000 state, and \$3,000 local funds.

### LOAN

### IRONWOOD

Gogebic County Airport - a loan of \$30,330 in state funds to supplement the local share of a previously approved project to rehabilitate taxiways and aprons. The budget will be supplemented with \$3,370 in local money.

## COMMISSION WELCOMES NEW MDOT DIRECTOR

James R. DeSana was appointed Director of the Michigan Department of Transportation (MDOT) on May 8, 1997 by Governor John Engler. He succeeds Robert A. Welke, who will retire from the department in September. As MDOT director, he becomes one of four statutory members of the Michigan Aeronautics Commission. The directors of the departments of Natural Resources, State Police, and Military Affairs are the other three.



Mr. DeSana brings to the department a distinguished background as businessman, legislator, and mayor. His career includes three terms as state senator, including chairmanships of the appropriations committee and transportation subcommittee. Additionally, he has served on several boards including Southeast Michigan Transportation Authority (SEMTA) and the Suburban Mobility Authority for Regional Transportation (SMART). His most recent public service has been as mayor of Wyandotte.

Born and raised in Wyandotte, Mr. DeSana graduated from Walsh Institute of Accounting and Law. He and his wife Patricia have raised five children in Wyandotte, where he remains active in the Jaycees, Rotary, and Knights of Columbus.

## General Aviation Safety - Fears and Facts cont'd

continued use of airports, and increasing costs. This description is not intended to instill complacency with GA safety efforts, but it is intended to highlight that safety failures resulting in accidents do not occur to the extent (in magnitude and frequency) perceived by the general public. An improving safety record is one area where the industry has demonstrated significant progress. More details of this trend and characteristics of GA accidents should be available to airport operators throughout the state. The information here-in is one contribution.✈

*Gerald W. Bernstein is Vice President of BACK Management Services, an aviation consultant based in San Francisco. He is assisting the Bureau of Aeronautics with several projects.*

## General Aviation accidents: Ground Fatality Summary by number of Fatalities, 1964-1988

Number of Ground fatalities per Accident	Number of Accidents	Type of Aircraft Involved
22 (7) <sup>1</sup>	1	CL Mark 5 <sup>2</sup>
15	1	DC-9 and PA28 <sup>3</sup>
7	2	B727 and C-172 <sup>4</sup>
		Hughes 269C <sup>5</sup>
4 (17)	1	Beech 95A55 <sup>6</sup>
3 (5)	5	Various
3 (5)	19	Various
1 (17)	169	Various
TOTAL 277 <sup>7</sup> (51)	198	

<sup>1</sup> Numbers in parentheses are the total number of additional ground serious injuries.

<sup>2</sup> Canadair variant of F86F jet fighter-Sacramento, CA, 9/25/72

<sup>3</sup> DC-9 collided with Piper PA-28, Cerritos, CA, 8/31/86

<sup>4</sup> Boeing 727 collided with Cessna 172, San Diego, CA, 9/25/78

<sup>5</sup> Hughes 269C helicopter accident, Derry, PA, 9/4/78

<sup>6</sup> Buchanan Field, Concord, CA, 12/23/85

<sup>7</sup> sum (Number of accidents / number of fatalities per accident)

Sources: author from NTSB data



Left to Right: James DeSana, MDOT Director; J. David VanderVeen, Michigan Association of Airport Executives; Rep. Andrew Richner, Grosse Pointe. Photo by Tim Burke.

## LEGISLATIVE AVIATION CAUCUS MEETS

On May 28, 1997 the Bureau of Aeronautics and Rep. Michael Nye, chairman of the aviation caucus, hosted a meeting of the caucus members. The Caucus consists of legislators who work to support and foster aviation in Michigan. Additionally, an invitation to attend the meeting and join the caucus was sent to all senators and representatives. Aeronautics director William Gehman and other staff members, along with representatives of various segments of aviation in Michigan, conferred with legislators about pending legislation and issues affecting aviation in the state. Among the issues discussed was implementation of user fees to fund the national airspace system, access to high-density airports, ways of increasing revenue to the Michigan aeronautics fund, and general aviation preservation.

## Renowned Pilot to Speak in Michigan

Mr. Dick Rutan will be the featured speaker at the 11th Hammerle Lecture on October 9, 1997, 3:30 P.M. at Oakland University, Dodge Hall of Engineering, room 201. Mr. Rutan will speak on his 1986 nonstop around the world flight. Open to the public at no charge, a reception to follow. Call 248-370-2212.



Join the Fun

Sept. 26-28, 1997

To enroll: enclose check or money order for \$65.00, for each participant, payable to: Michigan Aviation Association. For additional information please mail form to: MAT97 C/O Steve Weaver, 2551 Scio Rd., Dexter, MI 48130 • Call 313-761-1664 evs

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Number Aboard: \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_

Yankee Air Force B-17 will be at Zeeland, Ottawa Executive Airport Open House Sept. 27. The Air Zoo Ford Tri-Motor will be at Battle Creek Sept. 27 & 28.





# Aviation In-Formation

For the second year in a row, the Aircraft Owners and Pilots Association (AOPA) held an "Aviation Town Meeting" in Michigan. This year, the meeting, hosted by AOPA president Phil Boyer, was conducted on May 22, 1997, in Southfield. Among the issues discussed were the recent revision to Part 61 of the Federal Aviation Regulations, GPS status, Meigs airport, new DOT secretary and FAA administrator, AOPA membership and services, national park overflights, and the AOPA airport support program. For more information, call AOPA at 301-695-2160 or visit their web site at [www.aopa.org](http://www.aopa.org).

FAA has approved the use of certain personal computer-based aviation training devices (PC-ATD) for limited instrument training. This action follows years of urging from various pilot advocacy groups and studies by the AOPA Air Safety Foundation, University of Illinois, and Embry-Riddle Aeronautical University. The newly-issued Advisory Circular, AC-61-126 *Qualification and Approval of Personal Computer-Based Aviation Training Devices*, establishes PC-ATDs as a new category of training device, distinct from flight simulators and flight training devices (such as the ATC-610 or Frasca 142). Under provisions of the AC, up to 10 hours of training in an approved PC-ATD, under the guidance of a flight instructor, may be credited toward the total time required for an instrument rating. The devices are not approved for use on any portion of the instrument flight test or for maintaining instrument currency. Among the approval requirements for PC-ATDs are standards for response and control, physical controls including a self-centering control yoke or stick, rudder pedals, and throttle lever.

Nominations are being sought for the 1998 flight instructor and aviation maintenance technician of the year awards. This is the 35<sup>th</sup> anniversary of the general aviation industry award program which highlights the important role flight instructors and maintenance technicians play in promoting safety and education. The national winners in each category will be selected from district and regional winners, in turn. Nomination must be submitted to the Safety Program Manager at the local FAA Flight Standards District Office by December 31, 1997. Copies of the nomination form, including rules and selection criteria, are available from the Bureau of Aeronautics by calling 517-335-9977.

Grayling Army Airfield is currently closed to all civil aircraft, except for pre-approved medical and commercial air charter flights. Additionally, Almont airport has been closed permanently, effective July 1, 1997. Please make appropriate notations in your *Michigan Aviation Directory* and other references.

The 1997 National Intercollegiate Flying Association (NIFA) Safety and Flight Evaluation Conference (Safecon) was hosted this year from April 30 through May 3 by Western Michigan University at their new flight training facility in Battle Creek. During the event, 29 college precision flying teams competed in nine different events designed to test a variety of aeronautical skills, both on the ground and in the air. Although bad weather caused a number of the flight events to be curtailed or canceled, all ground events were conducted. The team from Western finished third in the overall standings, behind Embry-Riddle Aeronautical University at Prescott, Arizona and the University of North Dakota who's teams finished first and second, respectively. The 1998 NIFA Safecon will be held in Salina, Kansas May 4-9, 1998.

Michigan weather is the second worst in the nation. This information, which is not news to pilots, is according to a summary of the nation's weather published recently by the National Oceanic and Atmospheric Administration (NOAA). Michigan's weather offered pilots VFR conditions only 80.1 percent of the time. This is a close second to Minnesota, which has 79.9 percent VFR. Within Michigan, the cities with the most bad weather are Muskegon and Grand Rapids; the best is Detroit. States at the other end of the spectrum are Arizona (99.5 percent VFR) and Hawaii (97.9).

## MOVED? CHANGE OF ADDRESS INFORMATION

On July 1, 1997, new U.S. Postal regulations take effect which affect how *Michigan Aviation* is mailed to you. In the past, the Bureau was able to change individual addresses in the pilot data base as they were received. Recently, to reduce costs, the Bureau adopted automated processing procedures for bulk mailing. The new postal regulations require, under these procedures, that all mailing lists be corrected to the National Change Of Address database maintained by the Post Office and certified. This means changes will be made to the mailing list only semi-annually when new FAA pilot data is received. If you move:

1. Notify the FAA of your change of address.
2. Notify the U.S. Post Office of your new address.

This is the proper method of notification to assure continued mailing of the magazine and safety meeting notifications. Missed copies may be obtained by calling 517-335-9283 or by e-mail to:

[mdot.aero.aeroinfo@state.mi.us](mailto:mdot.aero.aeroinfo@state.mi.us)

# General Aviation Safety Fears and Facts

by Gerald W. Bernstein

Throughout the United States, the viability and continued use of general aviation (GA) airports are under pressure for a variety of reasons. Repeatedly, a major source of the adverse pressure is a concern with the safety of the airport—a concern particularly articulated by persons living in their vicinity. Stories of local general aviation incidents or accidents, or press accounts of incidents and accidents elsewhere in the United States, only increase safety-related concerns of airport neighbors. The fact that general aviation has become safer in recent years (as reported in the April, 1997 issue of *Michigan Aviation*) is lost on area residents who worry "what might happen if ..." The fact that many airport neighbors are at greater risk from home and auto accidents than from a general aviation accident is rarely demonstrated.

In response to these concerns, many airports have undertaken safety analyses in an attempt to inform the typically emotion-laden debate with objective evidence and fact. Unfortunately, the information available to most localities has been limited to two major sources. Safety studies have had to rely on local accident data from the airport in question (and from other area or in-state airports), or national data. Yet, in the first case, the number of incidents or accidents may be too few in number from which to draw meaningful conclusions; in the second case, the statistics are so highly aggregated, that they offer little insight into the local situation.

The following description provides several new insights into GA safety based upon a review of national data and a detailed analysis of 25-years of National Transportation Safety Board (NTSB) accident data. This information was generated as part of a study funded to address neighborhood safety concerns at a major GA reliever airport in northern California. Four points are made; each is briefly summarized.

**Fewer fatalities occur nationwide from GA activity than from boating and bicycling.** According to the National Safety Council, in 1994 (the last year for which full data is available), there were 1,034 fatalities from all aviation-related accidents; of these, 706 were from general aviation-related accidents. During the same year, there were 748 fatalities from boating accidents, at least 800 fatalities from bicycling accidents, and 42,200 other motor-vehicle related fatalities. On this basis, GA is no more hazardous than other popular recreational activities.

**Most persons affected by GA accidents are aircraft occupants.** GA accidents recorded by the NTSB between the years 1964 and 1988 were reviewed to obtain a broad sample of accident patterns. (Records for most years after 1990 are not complete.) Approximately 103,000 records contained sufficient information for subsequent analysis. The first observation is that two-thirds of GA accidents do not result in any injury or fatality, but rather were reported as the aircraft itself received substantial damage. Collisions of taxiing aircraft, hard landings resulting in landing gear collapse, and ground loops frequently result in a reportable GA accident, but not ones resulting in an injury.

None-the-less, the 103,000 accidents did lead to 70,400 injuries and fatalities during the 25 years surveyed. Of this total, however, only 740 injuries and fatalities occurred to persons who were not aircraft occupants, and who were not on airport property. Approximately 99% of injuries or fatalities arising from a GA accident is to a person on airport property or on-board the aircraft. Conversely, persons not participating in general aviation are rarely affected.

**Catastrophic GA accidents are almost non-existent.** Public concern with general aviation is often expressed as "what if the aircraft hits a house (or school, or shopping center)." The impression is created by news images of B747 accidents. The implication is that a general aviation accident could be similarly as disastrous. But again, the accident statistics paint a very different picture (as would an evaluation of kinetic energy effects). During the 25 years reviewed, there occurred only 10 GA accidents nationwide in which more than two persons on the ground were fatally injured (see accompanying table). And the three most serious accidents were of a type that would not be related to operations such as would be found at a typical GA airport. The most serious accident involved a civil-registered fighter-type jet, while the next two were mid-air collisions involving a GA aircraft and commercial transport. When general aviation accidents occur, they result in few off-airport ground fatalities.

**Auto, home and farm accidents pose a greater threat to airport neighbors than GA accidents.** The analysis of the California airport's suburban neighborhood indicated that persons in a five-mile vicinity of an airport with 160,000 annual operations are 250,000 times more likely to have an injury from an auto accident than from a GA accident, and about 5,000 times more likely to be fatally injured from an auto accident, household accident, or murder (using national averages) than from a GA accident.

General aviation in the United States is under considerable pressure for a number of reasons, including changing public attitudes and economics which have effected the pool of future pilots, land use changes which pressure the

Continued on page 7





**L**ooking for a place to fly to, things to see this weekend? Look to Cheboygan, Michigan. Cheboygan, at “the tip of the mitt,” is a community to which many might like to fly for a weekend visit. Bordering the Straits of Mackinac and Lake Huron, Cheboygan is filled with interesting and unusual places to see and visit. It also is a stopping off and refueling point for many places further north.

# Cheboygan, the “passage through.”

Cheboygan is an Indian name, meaning “through passage.” It refers to the Cheboygan River and the Inland Waterway, also to 40 miles of lakes and rivers that travel across state, almost to Harbor Springs. Cheboygan’s lock lowers watercraft some 16 feet to Lake Huron.

Cheboygan has a 3,500' x 75' lighted asphalt east / west runway with a VOR or GPS runway 9 instrument approach. Lighting includes medium intensity runway lights, runway end identifier lights, and a Precision Approach path indicator (PAPI) for visual approach slope information. Year-round pleasant and friendly service is offered by Hoffman Flying Service from 8:00 a.m. until dusk daily. Services offered include major airframe and power plant repairs, fuel, tie downs and hangar space, flight instruction, air tours and charter services. Rental cars can be picked up at the airport, and for short term ground transportation, the airport offers two courtesy cars. The airport is located one mile west of the downtown area and taxi service is available by calling 616-627-5571. Recently, city and county officials have united in commitment to make Cheboygan a progressive and successful airport. Re-



cent improvements include a new fuel farm housing 100LL and Jet A fuel.

Many Michigan communities have been discovered and are over crowded with summer travelers. However, Cheboygan, built around a Victorian theme, still retains much of its small town identity. The Cheboygan Opera House is one of the community’s outstanding structures, inside and out. Built originally in 1877, fire has twice forced remodeling. At a cost approaching three million dollars and requiring ten years to complete, the last renovation retained the dignity and atmosphere of yesteryear. A visitor looking at the unique design of the sprinkler system, might mistake it for gas light fixtures of the 1800’s. Such a facility draws quality theater. This year’s schedule includes the National

by John L. Wagner

Shakespeare Theater and The Glenn Miller Orchestra. This summer’s schedule may be obtained by calling the Opera House at 800-357-9408.

Cheboygan is home port for the United States Coast Guard Cutter Mackinaw, a 290 foot icebreaker.

Built in Toledo in 1944, as part of a world War II effort to maintain shipping and essential commerce on the Great Lakes during winter, the Mackinaw was the world’s most

## Cheboygan, built around a Victorian theme, still retains much of its small town identity.

powerful and capable icebreaker. It is the largest Coast Guard vessel to sail the Great Lakes, and it remains a benchmark by which the world’s icebreakers are measured. Guided tours including access to the cutter’s exterior and pilot house, are available.

A visit to Cheboygan can be topped off with dinner at the Boathouse. It was originally built by a somewhat mysterious character (rumored to be a member of the Purple Gang from the 20’s) who ran whiskey to and from Canada. With an interesting maritime motif, it offers a varied menu and quality dining in a comfortable atmosphere. Transportation to and from is coordinated between the FBO and the restaurant.

For those interested in lighthouses, the Cheboygan Crib light, which once sat tottering offshore, has been moved onshore to Turner Park. An aerial tour of vicinity lighthouses might include Fourteen Foot Shoal, Poe Reef, Bois Blanc Island and Spectacle Reef to the

north and east. Old Mackinac Point, Round Island, McGulpins Point, and St. Helena Island Lighthouses lie in the Straits of Mackinac to the west.

Two beautiful public golf courses are located a short distance from the airport. The Cheboygan Golf & Country Club offers 18 holes of championship play.

Nine motels are located in town and another 80 in the surrounding straits area provide ample lodging for visitors. For a complete summary of events and places to stay and eat, the Cheboygan Chamber of Commerce can be reached at 800-968-3302.

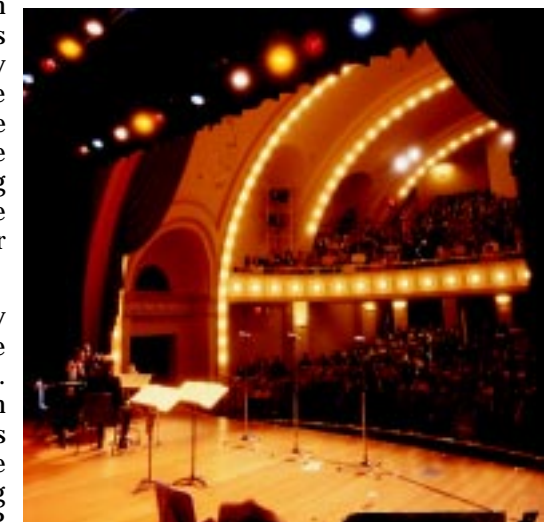
A typical VFR flight from the Detroit area would cover the 200 nm in a little over 2 hours. VFR flight plans can be canceled by telephone or via radio through Green Bay AFSS on 122.5 MHz over the near by remote communications outlet on Mackinac Island. While a direct routing avoids the Restricted Areas R4201 A&B, military traffic may be operating along the Visual Routes northeast of the Restricted areas. Minneapolis Center (134.6) can provide radar traffic advisories above 4,000 MSL in the area and Lansing AFSS can advise if military activity is planned for the day. Many pilots elect to fly along the I-75 interstate corridor, since the route passes over more friendly terrain. Lansing AFSS can advise on the status of the control tower at Grayling Army Airfield.

IFR traffic is controlled by Minneapolis Center on the area frequency 134.6 MHz. IFR flight plan cancellations as well as clearance requests can be forwarded by Lansing AFSS via telephone. IFR clearances will be issued with void times.

The Cheboygan area offers many unique sights and experiences and is a great place to fly to for that get-a-way weekend. Cheboygan is also the perfect place to make that fuel stop either before or after leaving Mackinac Island. ✈



Top Left: “Taking the airport into the 21<sup>st</sup> Century with many services and innovations.” From the left, Scott McNeal, City Manager; Charles Brown, County Comptroller, Allan and Betsy Hoffman, Hoffman Flying Service.



Top Right: The Cheboygan Opera House/City Hall.

Bottom Right: The Cheboygan Opera House’s interior during a performance. Photos by Bill Spagnuolo and the Cheboygan Opera House.



Turner Park, fore ground, USCGC Mackinaw, center background.

John L. Wagner, past Editor of Michigan Aviation. Photos by William “Bill” Spagnuolo, past Graphics Designer of Michigan Aviation. Both recently retired Aeronautics employees.